

Message Text

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TO AMCONSUL MONTREAL IMMEDIATE

UNCLAS STATE 219443

E.O. 11652: N/A

TAGS: EAIR, ICAO, PORG

SUBJECT: ICAO - JOINT SUPPORT COMMITTEE

REF: MONTREAL 1487

FOR US REP ICAO

PLEASE PRESENT REQUEST BASED ON FOLLOWING WORKING PAPER,
WHICH IS REVISED VERSION OF PAPER ATTACHED TO IGIA 2/6.3,
MAILED TO YOU PREVIOUSLY.

COMMITTEE ON JOINT SUPPORT OF AIR NAVIGATION SERVICES:
REQUEST FOR REVIEW OF THE AIR NAVIGATION SERVICES UNDER THE
JOINT FINANCING AGREEMENTS WITH DENMARK AND ICELAND
(PRESENTED BY THE UNITED STATES OF AMERICA)

1. INTRODUCTION. ON AUGUST 15, 1975, THE UNITED STATES
PROVIDED THE FOLLOWING REPLY TO LETTER T 13/8.2 - 893 OF
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JULY 10, 1975 FROM THE ICAO REPRESENTATIVE, EUROPEAN
REGIONAL OFFICE, DEALING WITH IMPLEMENTATION OF THE PROPOSED
REORGANIZATION OF THE AIRSPACE AND AIR TRAFFIC SERVICES IN
THE NORTHERN PART OF THE NAT REGION: "WHILE WE DO NOT

OBJECT TO THE PROPOSED REORGANIZATION OF THE AIRSPACE AND THE CHANGE IN THE FIR BOUNDARIES, IN OUR OPINION THE PRESENT AND PROPOSED JOINT SUPPORT FACILITIES AND SERVICES ARE SO SUBSTANTIAL AND THEIR OPERATION SO EXPENSIVE AS TO CAUSE CONCERN REGARDING THEIR COST EFFECTIVENESS. BEFORE WE CAN AGREE TO INCREASES IN THE JOINT FINANCING AGREEMENTS, REQUIREMENTS AND ASSOCIATED COSTS WILL HAVE TO BE REVIEWED AND WE WILL BE MAKING SUCH A PROPOSAL TO ICAO."

2. DISCUSSION. THE UNITED STATES IS SERIOUSLY CONCERNED ABOUT THE SIGNIFICANTLY INCREASING COSTS OF OPERATION OF THE FACILITIES AND SERVICES PROVIDED IN THE NORTH ATLANTIC UNDER THE DANISH AND ICELANDIC JOINT FINANCING AGREEMENTS. THIS CONCERN EXTENDS NOT ONLY TO THE APPROXIMATELY DOLS 860,000 ADDITIONAL COST CONNECTED WITH THE PLANNED NAT REORGANIZATION, BUT ALSO THE OVERALL COSTS OF THE JOINTLY FINANCED SERVICES.

2.1. BECAUSE IT WISHED TO AVOID ANY POSSIBILITY OF DISRUPTION OF NAT AIR TRAFFIC SERVICE, THE UNITED STATES DID NOT OBJECT TO THE PLANNED REORGANIZATION. MOREOVER, THE UNITED STATES PARTICIPATED IN THE NORTH ATLANTIC SYSTEMS PLANNING GROUP (NAT SPG) EVALUATION OF THE COSTS AND OPERATIONAL EFFECTIVENESS OF THE VARIOUS ALTERNATIVES BY WHICH DENMARK AND ICELAND COULD ASSUME RESPONSIBILITY FOR AIR TRAFFIC SERVICES OF THE SONDRESTROM CENTER AND ENDORSED THE PLAN WHICH APPEARED TO BE MOST COST EFFECTIVE. THE NAT SPG STUDY, UNDERTAKEN IN ACCORDANCE WITH RECOMMENDATION NO. 9 OF THE SECOND DEN/ICE CONFERENCE, INCLUDED A DETAILED INVESTIGATION OF ALL ASSOCIATED COSTS. IT CONCLUDED THAT MOST OF THE EXISTING SERVICES AND FACILITIES SHOULD BE RETAINED. NO DETAILED REVIEW WAS MADE OF THE VALIDITY OF SERVICES TO BE PROVIDED FROM AN OPERATIONAL VIEWPOINT.

2.2 WHAT THE UNITED STATES NOW PROPOSES IS THE INITIATION OF A COMPREHENSIVE REVIEW OF REQUIREMENTS FOR AND UNCLASSIFIED

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COSTS OF FACILITIES AND SERVICES TO BE SUBJECT TO JOINT FINANCING FROM JANUARY 1, 1976. IN THE FOLLOWING PARAGRAPH ARE SUGGESTED CERTAIN AREAS FOR CONSIDERATION, ALTHOUGH THE LIST DOES NOT PURPORT TO BE EXHAUSTIVE. IN GENERAL, IT IS PROPOSED THAT THE REVIEW BE INITIATED BY THE SECRETARY GENERAL WITH CONSIDERATION DIRECTED TOWARDS (A) ASCERTAINING THE MINIMUM LEVEL OF FACILITIES AND SERVICES THAT SHOULD, CONSISTENT WITH AVIATION SAFETY, BE PROVIDED UNDER THE JOINT FINANCING AGREEMENTS AND (B) EXAMINING THE FACILITIES AND SERVICES DEEMED ESSENTIAL TO ASSURE THAT THEY ARE PROVIDED WITH MAXIMUM POSSIBLE COST EFFECTIVENESS. IF NECESSARY FOR FURTHER EVALUATION, THE HEADQUARTERS STUDY COULD BE FOLLOWED BY ANY REQUIRED ON-SITE

INSPECTIONS.

3. AREAS FOR REVIEW. 3.1 ICELAND'S VHF (PILOT/ CONTROLLER) AIR/GROUND COMMUNICATIONS. THESE SERVICES SHOULD BE REVIEWED TO DETERMINE THE EXTENT TO WHICH THERE IS AN INTERNATIONAL REQUIREMENT FOR THEM (PARA 3.3.6). (REFER TO SUMMARY OF DISCUSSION AND CONCLUSIONS OF THE 10TH MEETING OF THE NAT SYSTEMS PLANNING GROUP; PARIS, OCTOBER 10-20, 1974.)

3.2 FLIGHT INFORMATION SERVICE - LOWER SONDRESTROM FIR (BELOW 19,500) - THE SCHEDULED AIR CARRIERS OF THE UNITED STATES HAVE NO REQUIREMENT FOR THIS SERVICE. THAT MAY ALSO BE THE POSITION OF SCHEDULED CARRIERS OF OTHER COUNTRIES. IN LIGHT OF THIS, THE OVERALL INTERNATIONAL AVIATION REQUIREMENT FOR IT SHOULD BE STUDIED (PARA 3.4.14).

3.3 SONDRESTROM H. F. COMMUNICATION STATION - AS IN THE CASE OF THE ITEMS PREVIOUSLY ENUMERATED, THE INTERNATIONAL AVIATION OPERATIONAL REQUIREMENTS FOR THIS STATION SHOULD BE REASSESSED. SOME INFORMATION EXISTS THAT REYKJAVIK CAN PROVIDE COVERAGE IN THE SONDRESTROM FIR UNDER NORMAL CONDITIONS AND THAT IN PERIODS OF ADVERSE PROPAGATION CONDITIONS SONDRESTROM WOULD BE OF LITTLE OR NO ASSISTANCE (PARA 3.4.20).

3.4. QAQATOQAQ AND KULUSUK, GREENLAND VHF - REQUIREMENTS FOR THESE FACILITIES WERE NOT EXAMINED IN DETAIL BY NAT SPG UNCLASSIFIED

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AND THE INTERNATIONAL NEED FOR THEM SHOULD BE CONSIDERED. IT SHOULD BE NOTED THAT THE ANNUAL COSTS OF KULUSUK ALONE COULD AMOUNT TO APPROXIMATELY DOLS 192,000 (PARA 3.4.19).

3.5 UPPER SONDRESTROM FIR TRAFFIC FORECAST - THE ESTIMATE OF 75-80 FLIGHTS PER DAY UPON WHICH THE REYKJAVIK REQUIREMENT APPEARS TO BE BASED MAY NO LONGER BE CURRENT, APPARENTLY, HAVING BEEN DERIVED FROM A PEAK SUMMER DAY IN 1973. THESE FIGURES SHOULD BE REVIEWED FOR CURRENT ACCURACY BASED ON ACTUAL OPERATIONAL DATA FOR 1975 (PARA 3.4.8.).

3.6. ADDITIONAL STAFF REQUIRED BY REYKJAVIK - THERE SHOULD BE AN ASSESSMENT OF WHETHER THE LIMITED ADDITIONAL FUNCTIONS ASSUMED BY REYKJAVIK COULD NOT BE HANDLED BY THE PRESENT JOINTLY SUPPORTED ATC STAFF OF 25 PERSONS. IT APPEARS THAT RELATIVELY FEW ADDITIONAL OPERATIONS WILL BE ADDED TO THE REYKJAVIK OCEANIC CONTROL AREA AND THAT THERE MAY ONLY BE AN EXTENSION OF THE TIME (APPROXIMATELY ONE AND ONE-HALF HOURS) IN WHICH THESE FLIGHTS ARE UNDER REYKJAVIK CONTROL (PARA 3.5.12).

4. ACTION REQUESTED. THAT THE COMMITTEE ASK THE SECRETARY

GENERAL TO: (A) ASCERTAIN ON AN URGENT BASIS, AND USING AS

A STARTING POINT AT LEAST THE ITEMS ENUMERATED IN PARA 3
ABOVE, THE MINIMUM FACILITIES AND SERVICES NECESSARY TO
MAINTAIN REQUIRED LEVELS OF AVIATION SAFETY IN THOSE AREAS
WHERE SUCH FACILITIES AND SERVICES ARE PROVIDED UNDER THE
DANISH AND ICELANDIC JOINT FINANCING AGREEMENTS;

(B) EXAMINE THOSE FACILITIES AND SERVICES WHICH ARE DEEMED
ESSENTIAL TO INSURE THAT THEY ARE BEING PROVIDED IN THE
MOST COST EFFECTIVE MANNER; (C) REPORT BACK TO THE
COMMITTEE AS SOON AS POSSIBLE. KISSINGER

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